

\$20 Million Proposed for Affordable Housing

Q: How will the housing bonds be used?

A: The housing bonds would continue the City's housing assistance programs for persons with low and moderate incomes. Specifically, these programs include financial assistance for first-time homebuyers, joint venture development loans for rental and single-family housing development, the acquisition of rental units for persons with low incomes, emergency repair assistance, neighborhood revitalization and support of a plan to eliminate homelessness in the Capital City. Specific allocation of the funds among the various housing assistance programs would be determined annually during the City's budget process and public participation process.

Q: When was the most recent housing bond referendum?

A: The citizens of Raleigh last voted on a housing bond in 2000, when the voters approved \$14 million for the City's affordable housing programs.

Q: What has the \$14 million bond fund, approved in 2000 for housing, been used for?

A: Previous housing bonds issued by the City of Raleigh have helped to create and sustain the City's housing assistance programs. Of the \$14 million approved in 2000, \$9.7 million was used to support joint venture projects, with the remaining \$4.3 million funding second-mortgage financing for affordable housing citywide, City-owned rental units, land acquisition, special needs housing, and housing rehabilitation or construction to benefit families with low and moderate incomes. The \$20 million bond proposal, if approved by Raleigh voters, would provide funding for the City's affordable housing programs through the year 2013.

Q: Where can more information on the affordable housing proposal be found?

A: For more information on the proposed affordable housing bond, contact City Community Development Director Michele Grant at 857-4335 or at Michele.grant@ci.raleigh.nc.us; or visit the City's website at www.raleighnc.gov.

Q: If the proposed \$60 million in transportation improvements and \$20 million in affordable housing bonds are approved by Raleigh voters on October 11, how would they be funded?

A: If these proposed bonds are approved, the City would finance the bonds through a 2-cent increase in Raleigh's property tax rate. This would increase the property tax rate to 41.50 cents per \$100 property valuation.

City of Raleigh

TRANSPORTATION IMPROVEMENTS AND AFFORDABLE HOUSING BOND REFERENDUM



October 11, 2005

Questions... Answers...

Q: What proposals will be on the ballot?

A: Two separate proposals are submitted for consideration.

They are:

- \$60 million in transportation improvements
- \$20 million in affordable housing.

TRANSPORTATION IMPROVEMENTS

Proposed 2005 Bond Projects

- B-1 Signal System Upgrade
- B-2 Falls of Neuse Rd. Realignment and widening
- B-3 Traffic Calming and Pedestrian Safety Projects
- B-4 Tryon Rd. Widening, Part D (Construction)
- B-5 Perry Creek Rd. Widening (Construction)
- B-6 Hillsborough Street Roundabouts
- B-7 Six Forks Rd. Millbrook Rd. Intersection Improvements
- B-8 Rock Quarry Rd. Widening, Part A
- B-9 Poole Rd. Widening
- B-10 Lake Wheeler Rd. Widening
- B-11 Leesville Rd. Widening
- B-12 Mitchell Mill Rd. Widening

Legend

- Previous Bond Projects
- Intersection
- New Alignment
- ▬ Widening

(See next page for area map.)

\$60 Million Proposed for Transportation Improvements

Q: How will the transportation improvement bonds be used?

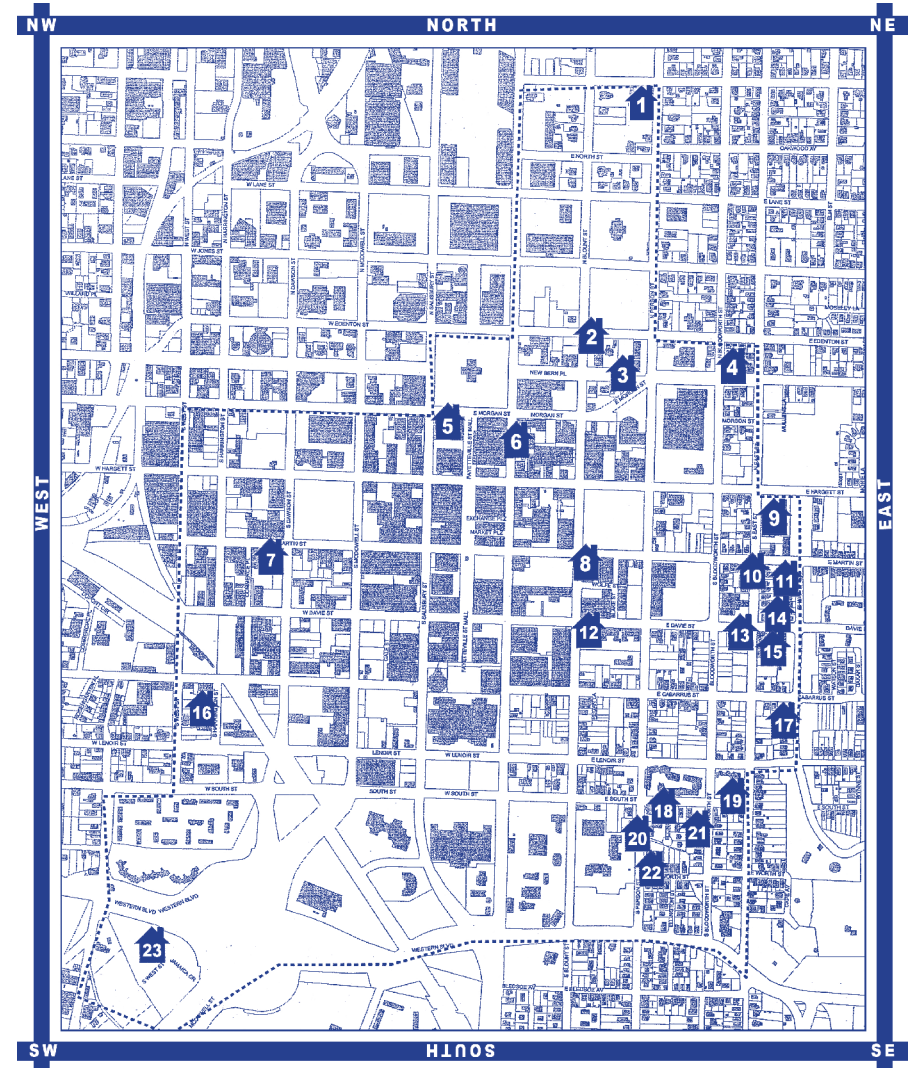
A: The \$60 million transportation improvement bonds, along with other available funds, would provide for an upgrade of Raleigh's signal system, traffic calming and pedestrian safety projects, and for constructing, widening and improving streets. These road improvements would include sidewalks, curbs and gutters, medians, landscaping, culverts and drains, traffic signals, streetlights, wide outside lanes for bicycles, and the acquisition of any necessary land and rights-of-way.

Q: What transportation projects are proposed?

A: The following are the proposed projects:

- \$4 million for a signal system upgrade – This upgrade will cost approximately \$28 million. The North Carolina Department of Transportation (NCDOT) will pay \$21 million toward this project. The City has dedicated \$3 million. This additional \$4 million would cover the City's contribution. The signal system upgrade is proposed to allow for citywide signal coordination and improved air quality.

- \$5.1 million for traffic calming and pedestrian safety projects – Traffic calming is the transportation engineering term for features designed to reduce the



- The resurfacing and improvements to Fayetteville Road and the extension of Penmarc Drive from South Saunders Street to Fayetteville Road;
 - The widening of Leesville Road from Lynn Road to Millbrook Road;
 - The widening of Jones Sausage Road from Rock Quarry Road to I-40, with a tie in to the New Hope Road Extension;
 - The widening of Sunnybrook Road from Falstaff Road to Poole Road; and,
 - The widening of Wake Forest Road from Six Forks Road to I-440.
- This project is a jointly-funded effort with NCDOT that will include construction of additional turn lanes at the I-440 interchange.

Q: Where can more information be found on the City's proposed transportation improvements bond?

A: For more information on the proposed transportation improvement bond, contact the City's Transportation Services Division Manager, Eric Lamb, at 516-2161 or at eric.lamb@ci.raleigh.nc.us; or visit the City's website at www.raleighnc.gov.

AFFORDABLE HOUSING

CITY FUNDED DOWNTOWN AREA HOUSING DEVELOPMENTS

Assisted With Community Development Department Funds

Map #	Project Name	Housing Type	Number of Units	Developer
1	Murphey School	Rental (Elderly)	52	DHIC, Inc
2	Bailey Apts	Rental	11	Tom Worth Corp.
3	New Bern Place	Homeownership	18	Martin/Swain Group
4	New Bern Avenue (401, 407, 411)	Rental	6	City of Raleigh
5	Atrium Apartments	Rental	6	Tennetex Corporation
6	Prairie Building	Rental	11	DHIC, Inc
7	West Martin Street	Homeownership	12	White Oak Properties
8	City Market Apt.	Rental	6	CMA Associates
9	Summershaven / Wintershaven	Rental	92	John W. Winters, Inc.
10	Genesis Place I	Homeownership	10	NCNB CDC (DHIC)
11	Irving Park	Homeownership	13	R.D. Construction
12	Founder's Row	Homeownership	48	NCNB CDC (DHIC)
13	A-21 / Carlton Place	Rental	80	DHIC, Inc
14	509 E Davie Street	Rental	4	City of Raleigh
15	500 Davie Street	Future Rental and Homeownership	62	To be Determined
16	Harrington Street	Transitional	12	CASA
17	Chavis Way Development	Homeownership	11	NCNB CDC
18	Ellington Street Duplexes	Rental	4	RHA
19	406 E. South Street	Rental	1	City of Raleigh
20	Ellington Street	Rental	12	Ellington St. Assoc.
21	Haywood Place	Homeownership	16	RD Construction
22	Parkworth	Homeownership	24	DHIC, Inc
23	Gateway Park	Rental	84	NRP Group
TOTAL			595	

(See next page for area map.)



speed of traffic in neighborhoods. A portion of this \$5.1 million would be used on the numerous residential streets that have documented chronic incidences of speeding motorists. Such speed-control measures include channelized intersections, small medians, curb extensions, mini-roundabouts and speed humps. The remaining funds would be used to improve pedestrian safety features along Raleigh streets, including new sidewalks, crosswalks, medians, and pedestrian signal improvements.

- \$7.3 million for Poole Road widening – This project would widen Poole Road to four lanes with a divided median from Maybrook Road to Barwell Road. Sidewalks and curb and gutter would be installed on either side of the road. Poole Road averages 19,000 vehicles daily.

- \$6 million for the widening of Mitchell Mill Road – This project would widen Mitchell Mill Road to four lanes with a divided median from U.S. 401 or Louisburg Road to east of Forestville Road. Sidewalks and curb and gutter would be installed on both sides. Mitchell Mill Road averages 15,000 vehicles per day.

- \$5.7 million for the widening of Rock Quarry Road – This project would widen Rock Quarry Road from just east of Creech Road to Sunnybrook Road. The cross-section for this project likely would be a five-lane curb and gutter section with a two-way center turn lane to help facilitate special event traffic associated with the Alltel Pavilion at Walnut Creek. Sidewalks and curb and gutter would be installed on both sides of the road, and the existing bridge over I-40 would be widened. The daily average number of vehicles on this section of Rock Quarry Road is 12,000.

- \$5.6 million for the widening of Perry Creek Road – This project would widen Perry Creek Road to five lanes from U.S. 1 (Capital Boulevard) to U.S. 401 (Louisburg Road) with curb and gutter and sidewalks on both sides. Perry Creek Road carries an average of 15,000 vehicles each day.

- \$5.5 million for widening of Lake Wheeler Road – This project would convert Lake Wheeler Road to three lanes with a center turn lane by widening the west side of the road from Tryon Road to Interstate 40. Curb and gutter and a sidewalk would be added on the west side. Lake Wheeler Road carries 13,000 vehicles on the average day.

- \$5 million for improvements to the Falls of Neuse Road corridor – This project would add to the improvements to the Falls of Neuse Road corridor north of Raven Ridge Road. It would add lanes to Falls of Neuse Road from Raven Ridge Road to Fonville Road. This project also includes construction of New Falls of Neuse Road as a four-lane, median-divided facility across the Neuse River, with curb and gutter and sidewalks on both sides of the roadway. NCDOT may also contribute funds to this project. Falls of Neuse Road transports an average of 18,000 vehicles daily.

- \$4.9 million to widen Leesville Road – This project would widen Leesville Road to four lanes with a median divide from Interstate 540 to New Leesville Road with curb and gutter and sidewalks on both sides. Leesville Road carries an average 16,000 vehicles a day.

- \$4.5 million for Part D of the widening of Tryon Road – This project would widen Tryon Road to four lanes with a divided median from Campbell Road to

Dillard Drive with curb and gutter and sidewalks on both sides. This section of Tryon Road carries 23,000 vehicles each day.

- \$3.4 million for intersection improvements at Six Forks Road and Millbrook Road and Six Forks widening – This project would add dual left-turn lanes to each approach of the intersection and widen Six Forks Road to six lanes from Millbrook Road to Sandy Forks Road. The daily vehicle average for Six Forks Road is 42,000, while Millbrook Road averages 16,000 vehicles daily.

- \$3 million for Hillsborough Street roundabouts – This project would construct multiple roundabouts along Hillsborough Street, which averages between 22,000 and 26,000 vehicles per day. The project would improve pedestrian safety while maintaining traffic flow along Hillsborough Street.

Q: Are some of these roads State-owned?

A: Yes. Just as in the past three transportation improvement bonds approved by the citizens of Raleigh -- \$40 million in 1987, \$45 million in 1998 and \$45 million in 2000 – State-owned roads that are being neglected are included in the bond project list. Continued inattention would only degrade Raleigh's quality of life and economic health.

Q: When was the most recent transportation improvements bond referendum held?

A: The citizens of Raleigh last voted on a transportation improvement bond referendum in 2000 when \$45 million in transportation improvements were approved.

Q: What has the \$45 million bond fund approved in 2000 been used for?

A: The transportation improvement projects included in the 2000 bond referendum that have been completed are:

- Falls of Neuse Road widening north and south from Strickland Road to I-540 and from Litchford Road to Raven Ridge Road;
- Lake Boone Trail widening to five lanes from I-440 to Wycliffe Road;
- I-440/Six Forks Road interchange improvements; and,
- Capital Boulevard improvements from the I-440 interchange ramps to Highwoods Boulevard.

The 2000 bond referendum transportation improvements that are in the construction phase include:

- The rebuilding and resurfacing of Wilmington Street from south of Western Boulevard to South Saunders Street. This project should be completed in the summer of 2006; and,
- The widening of Newton Road from Six Forks Road to Falls of Neuse Road. Construction is scheduled to be complete in the summer of 2006.

The 2000 Transportation Improvement projects that are in the design stage include:

- The connection of the existing sections of Rogers Lane on each side of the U.S. 64 Bypass and Crabtree Creek;
- The extension of Edwards Mill Road from Trinity Road to Chapel Hill Road;